

COAST OF IRELAND.

RETURN to an Order of the Honorable The House of Commons,
dated 6 May 1863;—for,

A COPY "of the REPORT of the Committee of the Ballast Office in *Dublin* to the Board of Trade, relative to the better Marking of the COAST of *Ireland* from the *Tuskar* to the *Kish*."

Board of Trade, }
6 May 1863. }

EDGAR A. BOWRING,
Registrar.

COPY of the REPORT of the Committee of the Ballast Office in *Dublin* to the Board of Trade, relative to the better Marking of the COAST of *Ireland*, from the *Tuskar* to the *Kish*.

THE Committee to whom the Board were pleased to refer the letter of the Lords of the Committee of Privy Council for Trade, and its enclosures, as described in the margin, upon the subject of better lighting or marking that part of the south-east coast of Ireland extending from the Kish Bank to the Tuskar Lighthouse, have the honour to report, that they have endeavoured to procure the best and most reliable information bearing upon that most important subject; they have had before them the masters of many of the steam-vessels navigating that part of the coast, viz., from Dublin, Belfast, Glasgow, Cork, Waterford, and Wexford, as well as the coast-guard, pilots, &c., &c., and lastly, that of the captains of sailing ships from Liverpool going foreign. To the evidence so given the Committee beg to refer the Board, as containing much valuable information.

PAPERS referred to the Committee.

1. Letter from Board of Trade.
2. Letter from Lloyd's Secretary to Mr. Milner Gibson, M.P.
3. Captain Nott's letter to Lloyd's.
4. Admiral Hamilton's letter to Captain Nott.
5. Professor Haughton's memorandum.
6. Mr. Haller's letter to Mr. Haughton.
7. Mr. Haller's description of Bell Buoy.

(Twenty-six sheets in all.)

It will be seen that nearly all the wrecks which take place within the space alluded to, are by the outward bound. To the principal causes of these wrecks the Committee will hereafter refer, and in the meantime they will submit their opinion as to the additional marking and lighting which they consider necessary.

From the north end of the Kish Bank, where the light-ship now is, to the south end of the Codling, is 13 miles; it may be considered as forming but one bank. At present, that long distance is only marked by one third-class buoy, but still it seldom happens that vessels are either wrecked or get on shore in this space; but the Committee think it would be very desirable to mark the south end of the Codling by a bell buoy.

From the south end of the Codling, to the north end of the Arklow Bank, is 24½ miles, the Wicklow Head lights being within six or seven miles of that bank, which is altogether about 10 miles long. It is on this bank that most of the casualties occur; and it is certainly very remarkable, and shows the utility of the light on the south end, that not one of the numerous wrecks which have taken place have occurred within five miles of the light-ship; the Committee think this affords very strong evidence that another light-ship at the north end is urgently required. A reference to the chart will show that that bank is like a narrow ridge, with very deep water to within a few fathoms of it, and that, consequently, a vessel cannot be guided by her soundings. In addition to that, it has been stated to us by all the local witnesses, that at about a mile from the

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